

MAKING APPROPRIATIONS FOR THE DEPARTMENT OF
TRANSPORTATION AND OTHER AGENCIES, 1971

DECEMBER 11, 1970.—Ordered to be printed

Mr. BOLAND, from the committee of conference,
submitted the following

CONFERENCE REPORT

[To accompany H.R. 17755]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 17755) making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1971, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 2, 15, 35, 37, 39, 42, and 43.

That the House recede from its disagreement to the amendments of the Senate numbered 5, 11, 13, 27, and 31, and agree to the same.

Amendment numbered 1:

That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$17,535,000; and the Senate agree to the same.

Amendment numbered 3:

That the House recede from its disagreement to the amendment of the Senate numbered 3, and agree to the same with an amendment as follows:

In lieu of the sum named by said amendment insert \$500,000; and the Senate agree to the same.

Amendment numbered 4:

That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment as follows:

Restore the matter stricken by said amendment, amended to read as follows:

CIVIL SUPERSONIC AIRCRAFT DEVELOPMENT

For an additional amount for expenses, not otherwise provided for necessary for the development of a civil supersonic aircraft, including the construction of two prototype aircraft of the same design, and advances of funds without regard to the provisions of section 3648 of the Revised Statutes, as amended (31 U.S.C. 529), \$210,000,000, to remain available until expended.

And the Senate agree to the same.

Amendment numbered 7:

That the House recede from its disagreement to the amendment of the Senate numbered 7, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$94,000,000; and the Senate agree to the same.

Amendment numbered 8:

That the House recede from its disagreement to the amendment of the Senate numbered 8, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$22,500,000; and the Senate agree to the same.

Amendment numbered 9:

That the House recede from its disagreement to the amendment of the Senate numbered 9, and agree to the same with an amendment as follows:

In lieu of the sum named by said amendment insert \$13,000,000; and the Senate agree to the same.

Amendment numbered 10:

That the House recede from its disagreement to the amendment of the Senate numbered 10, and agree to the same with an amendment as follows:

In lieu of the sum named by said amendment insert \$20,000,000; and the Senate agree to the same.

Amendment numbered 16:

That the House recede from its disagreement to the amendment of the Senate numbered 16, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$512,500; and the Senate agree to the same.

Amendment numbered 17:

That the House recede from its disagreement to the amendment of the Senate numbered 17, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$14,773,500; and the Senate agree to the same.

Amendment numbered 18:

That the House recede from its disagreement to the amendment of the Senate numbered 18, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$69,460,500; and the Senate agree to the same.

Amendment numbered 19:

That the House recede from its disagreement to the amendment of the Senate numbered 19, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$4,351,365,000; and the Senate agree to the same.

Amendment numbered 20:

That the House recede from its disagreement to the amendment of the Senate numbered 20, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$2,445,785,950; and the Senate agree to the same.

Amendment numbered 21:

That the House recede from its disagreement to the amendment of the Senate numbered 21, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$3,580,500; and the Senate agree to the same.

Amendment numbered 22:

That the House recede from its disagreement to the amendment of the Senate numbered 22, and agree to the same with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, restore the matter stricken, amended to read as follows: *\$17,500,000, a part of the amount authorized to be appropriated for the fiscal year 1969*; and the Senate agree to the same.

Amendment numbered 23:

That the House recede from its disagreement to the amendment of the Senate numbered 23, and agree to the same with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, restore the matter stricken, amended to read as follows: *\$14,000,000 a part of the amount authorized to be appropriated for the fiscal year 1969*; and the Senate agree to the same.

Amendment numbered 24:

That the House recede from its disagreement to the amendment of the Senate numbered 24, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$42,935,000; and the Senate agree to the same.

Amendment numbered 25:

That the House recede from its disagreement to the amendment of the Senate numbered 25, and agree to the same with an amendment as follows:

In lieu of the sum named by said amendment insert \$18,000,000; and the Senate agree to the same.

Amendment numbered 26:

That the House recede from its disagreement to the amendment of the Senate numbered 26, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$950,000; and the Senate agree to the same.

Amendment numbered 28:

That the House recede from its disagreement to the amendment of the Senate numbered 28, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$3,325,000; and the Senate agree to the same.

Amendment numbered 29:

That the House recede from its disagreement to the amendment of the Senate numbered 29, and agree to the same with an amendment as follows:

In lieu of the sum named by said amendment insert \$6,000,000; and the Senate agree to the same.

Amendment numbered 30:

That the House recede from its disagreement to the amendment of the Senate numbered 30, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$50,000,000; and the Senate agree to the same.

Amendment numbered 33:

That the House recede from its disagreement to the amendment of the Senate numbered 33, and agree to the same with an amendment as follows:

Restore the matter stricken by said amendment, amended to read as follows:

SEC. 303. None of the funds provided in this Act shall be available for administrative expenses in connection with commitments for grants-in-aid for airport development aggregating more than \$250,000,000 in fiscal year 1971.

And the Senate agree to the same.

Amendment numbered 34:

That the House recede from its disagreement to the amendment of the Senate numbered 34, and agree to the same with an amendment as follows:

Restore the matter stricken by said amendment, amended to read as follows:

SEC. 304. None of the funds provided under this Act shall be available for the planning or execution of programs the obligations for which are

in excess of \$8,500,000 for "Highway Beautification" in fiscal year 1971, plus the additional amounts appropriated therefor.

And the Senate agree to the same.

Amendment numbered 36:

That the House recede from its disagreement to the amendment of the Senate numbered 36, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$75,000,000; and the Senate agree to the same.

Amendment numbered 38:

That the House recede from its disagreement to the amendment of the Senate numbered 38, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$27,750,000; and the Senate agree to the same.

Amendment numbered 40:

That the House recede from its disagreement to the amendment of the Senate numbered 40, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$13,000,000; and the Senate agree to the same.

Amendment numbered 41:

That the House recede from its disagreement to the amendment of the Senate numbered 41, and agree to the same with an amendment as follows:

Restore the matter stricken by said amendment, amended to read as follows:

SEC. 308. None of the funds provided in this Act shall be available for administrative expenses in connection with commitments for grants for

Urban Mass Transportation aggregating more than \$600,000,000 in fiscal year 1971.

And the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 6, 12, 14, 32, 44, and 45.

EDWARD P. BOLAND,
JOHN J. McFALL,
SIDNEY R. YATES (except as to
amendment No. 4),
TOM STEED,
GEORGE H. MAHON,
SILVIO O. CONTE (except to amendment
No. 4),
WILLIAM E. MINSHALL (except as to
amendment No. 4),
JACK EDWARDS,
FRANK T. BOW,

Managers on the Part of the House.

JOHN C. STENNIS,
WARREN G. MAGNUSON,
JOHN O. PASTORE (excepting that I am
opposed to the SST item),
ALAN BIBLE,
CLIFFORD P. CASE (except as to amendment
No. 4),
MARGARET CHASE SMITH,
GORDON ALLOTT,

Managers on the Part of the Senate.

STATEMENT OF THE MANAGERS ON THE PART OF THE HOUSE

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 17755) making appropriations for the Department of Transportation and related agencies for the fiscal year ending June 30, 1971, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Amendment No. 1: Appropriates \$17,535,000 for salaries and expenses instead of \$17,230,000 as proposed by the House and \$17,840,000 as proposed by the Senate.

Amendment No. 2: Deletes language proposed by the Senate.

The conferees are in agreement that the funds provided shall also be available for research into the meteorological and environmental effects of aircraft flight in the atmosphere.

Amendment No. 3: Appropriates \$500,000 for grants-in-aid for natural gas pipeline safety instead of \$1,000,000 as proposed by the Senate.

Amendment No. 4: Appropriates \$210,000,000 for civil supersonic aircraft development instead of \$289,965,000 as proposed by the House.

The committee of conference is recommending \$210,000,000 for continuing the development of the SST at the current or most economical rate, pending further review in the next session of Congress.

COAST GUARD

Amendment No. 5: Deletes language as proposed by the Senate.

Amendment No. 6: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur with the Senate amendment making the appropriation for operating expenses available for certain confidential investigative expenses.

Amendment No. 7: Appropriates \$94,000,000 for acquisition, construction, and improvements instead of \$90,000,000 as proposed by the House and \$100,000,000 as proposed by the Senate.

Amendment No. 8: Appropriates \$22,500,000 for research, development, test, and evaluation instead of \$19,500,000 as proposed by the House and \$23,000,000 as proposed by the Senate.

Amendment No. 9: Inserts language proposed by the Senate and earmarks \$13,000,000 for the national data buoy development project instead of \$13,500,000 as proposed by the Senate.

Amendment No. 10: Appropriates \$20,000,000 for the oil pollution fund instead of \$35,000,000 as proposed by the Senate.

FEDERAL AVIATION ADMINISTRATION

Amendment No. 11: Deletes reference to Federal Airport Act and inserts in lieu thereof Public Law 91-258 as proposed by the Senate.

Amendment No. 12: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur with the Senate amendment making the funds provided available for arms and ammunition.

Amendment No. 13: Appropriates \$951,885,000 for operations as proposed by the Senate instead of \$923,885,000 as proposed by the House.

Amendment No. 14: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment providing that \$28,000,000 of the appropriation for operations shall be derived from the Airport and Airway Trust Fund for combating hijacking, sabotage and other activities endangering the security of civil aviation.

Amendment No. 15: Appropriates \$45,000,000 for research and development as proposed by the House instead of \$47,500,000 as proposed by the Senate.

FEDERAL HIGHWAY ADMINISTRATION

Amendment No. 16: Appropriates \$512,500 for the office of the Administrator, salaries and expenses, instead of \$500,000 as proposed by the House and \$525,000 as proposed by the Senate.

Amendment No. 17: Provides transfer of \$14,773,500 from the appropriation for "Federal-aid-highways (trust fund)" instead of \$14,721,000 as proposed by the House and \$14,826,000 as proposed by the Senate.

Amendment No. 18: Provides \$69,460,500 for Bureau of Public Roads, limitation on general expenses, instead of \$68,488,000 as proposed by the House and \$70,433,000 as proposed by the Senate.

Amendments Nos. 19 and 20: Appropriate \$4,351,365,000 for Federal-aid-highways (trust fund) instead of \$4,350,340,000 as proposed by the House and \$4,352,390,000 as proposed by the Senate, and provide that \$2,445,785,950 shall be derived from the fiscal year 1970 authorization instead of \$2,444,760,950 as proposed by the House and \$2,446,810,950 as proposed by the Senate.

Amendment No. 21: Appropriates \$3,580,500 for motor carrier safety instead of \$3,443,000 as proposed by the House and \$3,718,000 as proposed by the Senate.

Amendment No. 22: Appropriates \$17,500,000 for forest highways (liquidation of contract authorization) instead of \$15,000,000 as proposed by the House and \$20,000,000 as proposed by the Senate.

Amendment No. 23: Appropriates \$14,000,000 for public lands highways (liquidation of contract authorization) instead of \$13,000,000 as proposed by the House and \$15,000,000 as proposed by the Senate.

NATIONAL HIGHWAY SAFETY BUREAU

Amendment No. 24: Appropriates \$42,935,000 for traffic and highway safety instead of \$40,435,000 as proposed by the House and \$47,601,000 as proposed by the Senate.

FEDERAL RAILROAD ADMINISTRATION

Amendment No. 25: Appropriates \$18,000,000 for high-speed ground transportation research and development instead of \$21,688,000 as proposed by the Senate.

No part of the reduction is to be applied to the Office's demonstration programs.

Amendment No. 26: Appropriates \$950,000 for railroad research instead of \$900,000 as proposed by the House and \$1,005,000 as proposed by the Senate.

Amendment No. 27: Inserts language proposed by the Senate earmarking not less than \$230,000 for freight car utilization studies.

URBAN MASS TRANSPORTATION ADMINISTRATION

Amendment No. 28: Appropriates \$3,325,000 for salaries and expenses instead of \$3,200,000 as proposed by the House and \$3,450,000 as proposed by the Senate. The conference agreement includes 21 positions in addition to those provided by the House.

Amendment No. 29: Appropriates \$6,000,000 for research, development, and demonstration instead of \$20,000,000 as proposed by the Senate.

TITLE II—RELATED AGENCIES

CIVIL AERONAUTICS BOARD

Amendment No. 30: Appropriates \$50,000,000 for payments to air carriers instead of \$27,327,000 as proposed by the House and \$58,300,000 as proposed by the Senate.

INTERSTATE COMMERCE COMMISSION

Amendment No. 31: Inserts language proposed by the Senate earmarking \$300,000 additional for the employment of car service agents.

Amendment No. 32: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur with the Senate amendment appropriating \$3,216,668 (together with such amounts as may be necessary to pay interest) for payment of loan guaranties.

TITLE III—GENERAL PROVISIONS

Amendment No. 33: Restores House provision and limits commitments for grants-in-aid for airport development to \$250,000,000 instead of \$220,000,000 as proposed by the House.

Amendment No. 34: Restores House provision and limits obligations for highway beautification to \$8,500,000, plus the additional amounts appropriated therefor instead of \$5,500,000 as proposed by the House.

Under the conference agreement virtually all currently authorized obligational authority will have been provided. When an additional authorization is enacted, the Committees on Appropriations will consider any formal supplemental request for this program.

Amendment No. 35: Restores section number as proposed by the House.

Amendment No. 36: Limits obligations for State and community highway safety to \$75,000,000 instead of \$70,000,000 as proposed by the House and \$80,000,000 as proposed by the Senate.

Amendment No. 37: Restores section number as proposed by the House.

Amendment No. 38: Limits obligations for Forest highways to \$27,750,000 instead of \$22,500,000 as proposed by the House and \$33,000,000 as proposed by the Senate.

Amendment No. 39: Restores section number as proposed by the House.

Amendment No. 40: Limits obligations for Public lands highways to \$13,000,000 instead of \$10,000,000 as proposed by the House and \$16,000,000 as proposed by the Senate.

Amendment No. 41: Restores the language proposed by the House placing a limitation on administrative expenses in connection with commitments for grants for Urban Mass Transportation, amended to provide for grants aggregating not more than \$600,000,000 instead of \$214,000,000 (plus the additional amounts appropriated therefor) as proposed by the House and no limitation as proposed by the Senate.

The conferees agree with the overall objectives of the program, but are of the opinion that the requirements of the UMTA program should be subject to annual appropriations review.

The additional amount provided over the House bill is considered to be realistic at this time inasmuch as the obligations will be made over only the last half of the current fiscal year. Program levels for future years, within the total authorized, will then be determined as the program progresses on the basis of demonstrated requirements.

Amendments Nos. 42 and 43: Restore section numbers as proposed by the House.

Amendments Nos. 44 and 45: Reported in technical disagreement. The managers on the part of the House will offer motions to recede and concur with the Senate amendments which provide amended language prohibiting any further construction of the Miami jetport or of any other air facility in the State of Florida lying south of the Okeechobee Waterway and in the drainage basins contributing water to the Everglades National Park until it has been shown by an appropriate study made jointly by the Department of the Interior and the Department of Transportation that such an airport will not have an adverse environmental effect on the ecology of the Everglades and until any site selected on the basis of such study is approved by the Department of the Interior and the Department of Transportation: Provided, That nothing in the section shall affect the availability of such funds to carry out this study.

CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 1971 recommended by the committee of conference, with comparisons to the fiscal year 1970 total, the 1971 budget estimate total, and the House and the Senate bills follows:

New budget (obligational) authority, fiscal year 1970.....	¹ \$2, 346, 365, 423
Budget estimates of new (obligational) authority, fiscal year 1971 (as amended).....	² 2, 741, 827, 437
House bill, fiscal year 1971.....	³ 2, 579, 579, 937
Senate bill, fiscal year 1971.....	³ 2, 453, 923, 605
Conference agreement.....	^{3 4} 2, 608, 134, 605
Conference agreement compared with—	
New budget (obligational) authority, fiscal year 1970.....	+ 261, 769, 182
Budget estimates of new (obligational) authority, fiscal year 1971 (as amended).....	⁵ - 133, 692, 832
House bill, fiscal year 1971.....	+ 28, 554, 668
Senate bill, fiscal year 1971.....	+ 154, 211, 000

¹ Includes all appropriations for fiscal year 1970 and a \$214,000,000 advance appropriation for fiscal year 1971.

² Includes \$188,011,000 advance appropriation for fiscal year 1972.

³ Includes \$150,000,000 advance appropriation for fiscal year 1972.

⁴ Includes \$3,216,668 reported in technical disagreement.

⁵ Includes \$38,011,000 related to fiscal year 1972 budget estimate.

EDWARD P. BOLAND,
JOHN J. McFALL,
SIDNEY R. YATES (except as to
 amendment No. 4),
TOM STEED,
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SILVIO O. CONTE (except as to
 amendment No. 4),
WILLIAM E. MINSHALL (except
 as to amendment No. 4),
JACK EDWARDS,
FRANK T. BOW,
 Managers on the Part of the House.



